

Mobile Regional Maritime Safety Newsletter

Volume 6 Issue 1

Summer 2000

Special points of interest:

- Parasailing Operations in Panama City, FL
- Changes to Marine Casualty Notifications
- Port Status Voice Mail Announcement System used during Hurricane Season
- We've got POISE!
- It's "L"ementary—at an Inspector's level anyway!



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Commanding Officer's Comments

I just finished reading a notice concerning the establishment and planned first meeting of the newly appointed "Alabama State Docks Port Authority Board of Directors". Congratulations on this major step in providing for planned growth and economic prosperity for the Port of Mobile or now newly renamed Port of Alabama and the realization of how important this port is not just to Mobile, but all of Alabama.

This holds true for all of the Ports on the Gulf Coast in the Captain of the Port Mobile AOR. Their worth and impact on the local economy is certainly realized and appreciated by the municipalities that encompass their geographic location. But, do the rest of the States realize and appreciate the impact that these gateways have on their entire economy. Do they realize the interdependency of all modes of transportation on the effective distribu-

tion of commerce throughout the state? Does the population in general realize the importance of America's ports and waterways and the critical role they play in providing them, even those living far inland, the goods and services they take for granted at a price they feel is a bargain.

Ninety-five percent of international trade and twenty-five percent of domestic trade depends on marine transportation. This trade includes cargo with values of over 1 trillion dollars per year and supports over 16 million jobs. Over 9 million barrels of oil per day are moved through our ports. Over 140 million passengers use America's ports as do an estimated 29,000 commercial fishing vessels and 12 million recreational boats with tens of millions of boaters using our waterways and coastal seas. By the year 2020 it is anticipated that the U.S. trade growth will increase 200%. For those of us



CAPTAIN J. J. KICHNER

on the Gulf Coast, new markets and trade with Central and South America are anticipated to increase 25%. In their current state, America's ports are aging and undersized. Channels are too narrow and too shallow to permit efficient traffic flow. Anchorages are not adequate or are not existent. Terminals lack space and the ability to effectively unload vessels in a timely and competitive manner.

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Inspector's Guide to Fine Dining

By CWO Duke Doublebottom

With another transfer season behind us, I felt it was necessary to review Duke's very first "5 hammer" rated restaurant for those new inspectors in the area and any new readers we might have.

Some things just go together naturally and compliment each other perfectly.

For instance, bread and butter, bagels and cream cheese (for those not from around here), red beans and rice, gasoline and food, etc.

Sure, we've all savored the hot dogs slow cooked to perfection at your every day Quickie Mart. Perhaps one has even taken Gas Station Cui-

sine to the next level, the microwaved egg sandwiches lovingly prepared by minimum wage hair-netting chefs, and carefully refrigerated by highly trained technicians. But strategically placed on the Causeway near Duke's shipyards, one can transcend the ordinary world of gas sta-

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Your Friendly Editor's Comments...

Another new formatting attempt—so bear with me! With any luck, this will be the one that sticks.

What a year—and it's only August! This has been a busy one. Luckily, our Captain got a one-year extension so we get to keep him until next summer. We've had lots of other personnel changes with this transfer season, so make sure you keep the updated phone listing on the last page of this edition.

Luckily, it hasn't been all work and no play for me this year. So far, I've been to New Orleans for my 15th wedding anniversary trip, then to Charleston, SC with my husband on a business trip—

beautiful old city. Made me want to re-read *Gone with the Wind* and *Scarlett*! I went back home to Grady, AL for my 20th high school reunion. And of course, there was my annual trip with friends to Atlanta to see the Braves play. We even managed to get the hotel across the street from the stadium so there was no driving to and from the game. But I had to drop my cable and buy a satellite dish so I could get the new Turner South channel that picked up some of the Braves games. I have a favorites sublist on my TV channel guide – it has 3 channels in it: *TBS*, *Fox Sports South*, and *Turner South*. As my husband says, "Baby's a big fan!" I'm looking forward this fall to a trip to

Vermont (another of my husband's business trips that I get to tag along on). I guess I need to work on toning down my Southern accent before October (although I don't see that happening, do y'all?!)

As always, your comments are welcome, so let us hear from you.

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Hurricane Season is Here

by LTJG Lisa DeGroot and BM2 Joe Davis

It's that time of year again where the possibility of things going "bump" in the night due to excessively high winds drastically increases. Hurricane Season is here.

Beginning on June 1st, Marine Safety Office (MSO) Mobile moved into a heightened alert status known as hurricane condition five. Condition five is set during the time of the year when hurricanes are most likely to develop, from June 1st to November 30th. This heightened alert status means that MSO

Mobile personnel are ready to go into action to ensure the continued safety of the waterways before, during and after storm passage within the Captain of the Port (COTP) Mobile area of responsibility (AOR). MSO Mobile maintains a team of personnel for each port in the COTP Mobile AOR that

*"An important service offered by MSO
Mobile is a port status voice mail
announcement. ...will be updated
every 4 hours or whenever a major
change has occurred... The service
number is 334-441-5080.*

functions as a liaison with harbor masters, industry, and facilities to ensure the safety of the port during hurricane season. These teams of people are called the Port Emergency Action Team (PEAT) and they are the primary liaison for the COTP and serve as a conduit for information flowing both to and from the port. The Coast Guard members of each PEAT serve as a primary contact for each port and will be kept abreast of changing situations. The

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Emergency Preparedness Noteworthy Events

By LTJG Lisa DeGroot

Our department is coming off of the excitement of a successful Preparedness for Response Exercise Program (PREP) drill with EQUIVA (Shell) and OMI Shipping. The scenario for this drill was a spill caused by a Tank Vessel being hit by a transiting barge while offloading its cargo at the Shell Blakely Island pier. Ten thou-

sand barrels of Liverpool Bay crude oil was "spilled" into Mobile Bay and threatened Mississippi Sound. The main objectives for the drill were to test the Geographic Specific Tactical Response Plan (GSTRP) and to convene the Regional Response Team (RRT) for a decision on dispersant use in Mobile Bay. The GSTRP proved to be an invaluable tool in assisting the planning

section during the initial response. The program was so successful that it was used throughout the two-day drill. (See article titled GSTRP in this issue.)

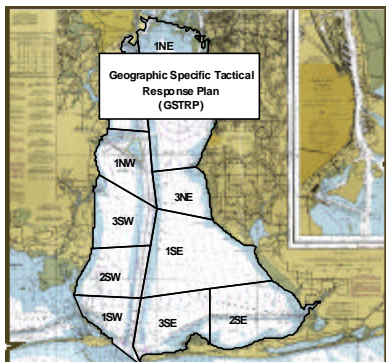
The scenario was purposely designed to threaten Mobile Bay and Mississippi Sound during crucial spawning times for shrimp, putting the Unified Command (UC) in a position to weigh the use of alternate technologies against mechanical cleanup. The use of alternate technologies in a shallow water

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GSTRP

by BM2 Joe Davis

The MSO Mobile Emergency Preparedness Department has a lot on its table at present. However, the Geographic Specific Tactical Response Plan (GSTRP) still remains at the top of the priority list. The Prep Drill hosted by MSO Mobile on April 10th-14th provided an excellent opportunity to introduce the GSTRP to industry and give this efficient response plan a “ground-truthing”. Many industry personnel were immediately released from the drill because of the GSTRP’s immediate impact on the planning section. The program pro-



vided information that normally takes the planning section several hours to obtain such as prioritization of environmentally sensitive areas, contractor guidance and booming strategies, eliminating the need for extra personnel. The Mobile Area GSTRP is nearly complete with the major remaining tasks being the linking together of the Incident Command System (ICS) forms and implementing better photography techniques into the Arc View program. The Emergency Preparedness Department is currently in the process of posting the Mobile GSTRP

on the MSO Mobile website and it will soon be available for public access.

The Mississippi GSTRP will be completed in the next couple of months. The staging areas and contractors guidance for the area are completed and awaiting implementation into the Arc View program. A Risk Assessment workshop facilitated by Mr. Bob Pond, from Coast Guard Headquarters, and Mr. Don Aurand, a subcontractor, took place on the 25th-26th of July at the Mississippi Department of Environmental Quality. This workshop involved area stakeholders, and local, state and federal agencies that work with environmental issues. The main focus of the workshop was to establish a list of prioritized Environmentally

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Port of Panama City Update

Movement of cargo through the Port of Panama City is declining from its highs of last Spring. Demand for pipe has been down, reducing not only the pipe exports but also the importation of steel plate used in the pipe manufacture process. Additionally, the Port continues to feel the effects of the shutdown of the Port of St. Joe paper mill. On the brighter side, the Port is exploring the possibility of conducting explosive loading op-

erations. If the Port elects to move forward, the Coast Guard will conduct extensive facility safety inspections in order to deem it a Designated

Waterfront Facility, with authority to handle “Cargoes of Particular Hazard.”

LT Charlie Tenney has assumed the duties of Supervisor at MSO Mobile’s Detached Duty Office in Panama City, FL and will continue to keep you updated on what’s going on in the Panama City area.

On the brighter side, the Port is exploring the possibility of conducting explosive loading operations.

T-Boats and Fixed Fire Extinguishing Systems

We are concerned that the fixed fire extinguishing systems, required to be installed in all new vessels and all existing wood and FRP boats, are not being properly serviced. For obvious reasons, the Coast Guard allows little flexibility in matters concerning a vessel’s ability to fight a fire at sea. If the Marine Inspector determines that your fire extinguishing bottle has not been properly serviced, you

will likely not be permitted to sail with passengers until the required servicing is completed.

Title 46 Code of Federal Regulations Table 176.810(B) contains the requirements for servicing fixed and semi-portable fire extinguishing systems. The problem, however, is that this table states that the required tests for Clean Agents (including FE-241, the most

common agent for the pre-engineered systems) are “To Be Developed.” Until these standards have been established at the Headquarters level, MSO Mobile has adopted servicing standards similar to those in NVIC 6-72 for Halon systems. At a minimum, the following tests must be conducted on an annual basis:

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CO's Comments...

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Locks are too small and too slow to handle the volume of traffic in an expeditious manner. Bridges are too narrow/small or too low to allow expansion of port facilities and increased traffic patterns. Intermodal connections are inefficient and/or non-existent. Port security is limited.

These facts and overcoming the obstacles mentioned are especially critical to the future of Gulf Coast ports struggling to attract new business and market share away from the established mega ports like New Orleans and Houston. As stakeholders in the maritime industry, we must increase the public's awareness of the value and importance of our waterways, especially to those that live away from the coast and feel that their lives are not affected by what is happening in the ports and on the waterways. We must also increase partnership and stakeholder involvement in decision-making involving a port.

Decisions involving the future of a port and its waterways should involve all stakeholders, trustees, and users, from the small-

est to the largest. These stakeholders need to develop a strategic plan that will be a cornerstone for port expansion and growth, providing direction for a port and its growth some 20 to 25 years into the future. That plan should not be parochial on the needs and desires of a particular business, entity or municipality, but encompass all that influence and are influenced by the port and waterway. It should not only address needs in shore side infrastructure, but also address the needs of getting newer, faster and bigger ships there and back out again, in all types of weather, under all types of conditions. It should address distribution, either through the inland waterway system or other means of transportation. It should address efficiencies and coordination between all agencies at not only the local and regional level, but also at the national levels. It should address the safety and security of life, property and protection of the environment not only at the near shore level, but also out past far reaches of our offshore presence.

I promote that ports adopt a consolidated process of strategic planning that addresses their future and a road map with milestones for getting there. It should involve all stakeholders, including those that perhaps do not

have as clearly evident a role as others, but influence and may be influenced by the successes or failures of a port, to participate.

Under my authority as Captain of the Port and my concerns and mission of Maritime Safety, I have initiated this process through the various Maritime committees and advisory groups. Although it has started slow and was looked upon with some trepidation by the users of the ports, it is slowly catching interest with productive results. It is my intent to provide a forum for all users of the port to have a strong responsibility and exercise influence on how that port should operate safely and subsequently effectively. I want to identify concerns and proposed solutions to ensure that our ports are the safest in the world and ready to accept the sweeping and exciting changes and growth happening in maritime transportation and commerce. Safety in port operations is the keystone on which economic successes are built. Concern for the environment and ensuring port infrastructures supporting all users, both business and recreational, are available, is a sound business practice.

I encourage you to get involved and participate.

J. J. KICHNER

Hurricane Season...

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PEAT members and their contact numbers are as follows:

Port of Gulfport/Biloxi:

LTJG Freed 441-5693 or

MSTC Wunningham 441-5681

Port of Pascagoula:

LT Schultz 441-6393 or

LTJG Gunter 441-5689

Port of Mobile:

LT Hight 441-5124 or

LT Morgan 441-5282

Port of Pensacola:

LTJG Knight 441-5670 or

CWO Powell 441-5305

Port of Panama City:

LT Tenney (850) 233-0366 or

MST1 Fayard (850) 233-0366

An important service offered by MSO Mobile is a port status voice mail announcement. Recordings on the current status of port and waterway closures will be available to multiple callers. The port community is encouraged to use this service if your COTP PEAT liaison is out of reach. This message

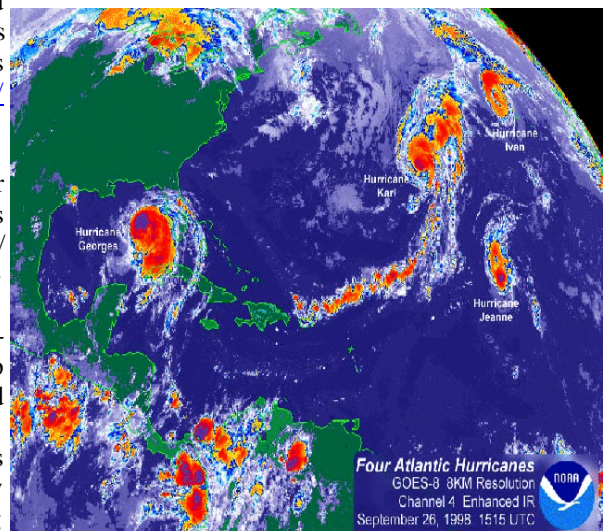
will be updated every 4 hours or whenever a major change has occurred in the status of a port. The message will contain the name of the hurricane, time and date of the recording, and the individual status of each port. The service number is (334) 441-5080.

The COTP will also use MSO Mobile's Internet site to post hurricane-related information. This site will be continually updated and MSO Mobile encourages its use. The web address is <http://www.uscg.mil/d8/mso/mobile>.

The Marine Safety Office is the primary contact for assistance with hazardous material/oil spills, ports/waterways closures, and marine casualty investigations. An MSO Mobile representative will be on staff at Group Mobile's office to respond to the above listed issues.

The Group Operations Center (GOC) is the primary contact for issues involving

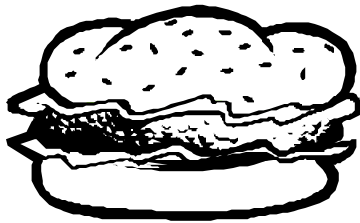
a request for search and rescue support, aids to navigation replacement/surveys, and overall deployment of Coast Guard vessels and aircraft. The GOC can be reached by dialing: (334) 441-6211/6212/6213/6214. In the event of a power loss the GOC watchstander can be reached at the following number: (334) 421-4834/4874.



Inspector's Guide...

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tion *par excellence* to a state of near Nirvana of Epicurean Delight, achieving the bliss attainable only by the select few Master Chefs of the Roadside. Here, the discerning gastronomist can fuel his 4-by-2 Dually, buy beer and bait, but instead of his normal fare of pork rinds and other bourgeois delicacies, he may sample a little taste of Louisiana (the Boot Camp of Duke's line of work, the place separating the heat-fearing, often Yankee, trainees from the true Marine Inspectors). Here is offered the famous Muffelettta. This ambrosia is a sandwich whose pedigree heralds from the gentle breeding of the Creole and the Cajun with garlic and secret spices that pleasingly cut through his float coated mouth



like MEK, leaving his breath with the refreshing potency to ensure only limited "discussions" with his Port Engineer counterparts.

Duke abhors the eateries that scrimp on food, that litter the plate with parsley and frilly décor. This is, in Duke's elegant experience, a waste of valuable space and an affront to his manly sensibilities. Though Duke prefers All-You-Can-Eat bistros (most others leave him feeling empty and unsatisfied), this

is not a problem at **Argiro's**. The sandwich is big. Big as the worklists Duke wrote on that ship of shame, big as Duke's smile upon satisfactory completion of a mud drum

internal. And satisfying, too. The mass of this sandwich approaches that of a newborn neutron star.

While it is important to Duke to avoid foodstuffs requiring forks, spoons, and other paraphernalia interfering with the efficient intake of nourishment, Duke's other favorite dish does indeed require the use of the spoon, at least when Duke has visitors at his table. **Argiro's** Red Beans and Rice is REAL red beans and rice. This is not the tasteless slop offered by Richard Simmons and other "health" nuts. This is flavored with the fat of animals, as is all proper food. Taste, texture, viscosity and perhaps most importantly, price and quantity, are right on the mark. Duke's legal staff does, however, require a cautionary note; confined spaces should be avoided following a full meal.

Tastes Great, More Filling, Less Cost. This restaurant is undoubtedly, fit for the route and service intended.

GSTRP...

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Sensitive Areas of concern and to construct guidance for safely removing oil from Mississippi Sound.

The Florida GSTRP is in the developmental stage. The Emergency Preparedness Department is attending numerous meetings with Florida stakeholders throughout the Florida Panhandle. The state of Florida already has a great deal of data that can be directly implemented into the MSO Mobile GSTRP. That should be able to save the process valuable resource time and money. A recent workshop held at MSO Mobile on June 26th -28th with the Research and Development Center from Connecticut helped to set the stage for the geographic sequence in which we hope to attack developing the GSTRP for the panhandle. Both the Florida and Mississippi GSTRP's will be posted on the MSO Mobile website as soon as they are completed. You will find the website at the following address: <http://www.uscg.mil/d8/mso/mobile>.

Noteworthy Events...

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ecosystem is a very controversial subject. The main objective was to convince the RRT to make a decision on the use of dispersants in the shallow waters of Mobile Bay. This proved to be a very successful strategy as it forced the entire UC, along with the RRT, to explore all issues involving dispersants. The major concern voiced was the long-term affects of dispersants in shallow waters. Ultimately, the trade-off of oil impacting oyster beds over oil dispersed throughout the water column by dispersant use led the RRT to vote that the UC should have the power to decide to use dispersants for this drill. The State of Alabama eventually decided that not enough was known about the dispersant's long term affects in a shallow water system to use them in this scenario. However, the issue is not dead by a long shot. The State did see a possible use for dispersants in shallow waters during certain seasons. Issues involving alternate technologies will be thoroughly ex-

plored in future workshops.

We are gearing up for **Tallship Operations in Mobile in 2002**. It may sound like we're planning early, but putting together successful plans for an operation of this diversity and magnitude can take a year or longer to complete. We are working with the City of Mobile to ensure the safety of the port during what is expected to be a Gulf Coast first and a very popular event for boaters and pedestrians along Mobile's waterfront.

We have also participated in several **Weapons of Mass Destruction (WMD)** workshops and a tabletop drill with the City of Mobile. Although the Coast Guard does not have a large role in WMD events, the COTP will carry responsibilities of the FOSC in accordance with the National Contingency Plan. We will also establish safety/security zones and provide response support outside of the affected area. COTP Mobile's primary concern is the safety of the port and we will continue to support the city during these events.

Parasailing the Emerald Coast

by LT Charlie Tenney

Panama City Beach offers an assortment of watersports for the many tourists that vacation on the Emerald Coast, especially during the summer months. One can go on fishing trips for four hours or overnight trips far out into the Gulf. There are also tours given along the coast where people have the opportunity to snorkel, observe dolphins, or just relax in the sun with the gentle rocking of the ocean beneath, climaxed with a colorful sunset over the water along "The World's Most Beautiful Beaches." There are many shapes, sizes, and types



of vessels in this area, not all of which are subject to the inspection regulations. In general, the only passenger vessels inspected by the U.S. Coast Guard are those carrying more than six passengers. The Panama City Detachment of MSO Mobile inspects approximately 147 of these types of boats. There is an abundance of vessels, however, that are not subject to the comprehensive inspection regulations but nonetheless must comply with some regulatory requirements. Furthermore, the prudent licensed master or operator of these vessels should follow reasonable maintenance procedures, many of which have been de-

fined in industry standards.

The focus of this article is the parasailing industry that employs many of these uninspected boats.

Parasailing itself is not federally regulated; there are no established government regulations for the inspection or maintenance of the gear aboard the vessel, including the chute, harness, and winch system. With the frequency of parasail rides and the amount of summer water traffic, accidents can and sometimes do happen. In Panama City, there have been parasailing injuries due to winches slipping, tow lines parting while in flight, tow posts breaking off, and on board accidents such as wave action causing a passenger to slip and fall. Though there are no Federal or State regulations governing the equip-

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Significant Marine Casualty Operations

by LT Juliet Hudson

MSO Mobile investigated an allision involving a tugboat and the Mile-14 CSX Railroad Bridge. The allision resulted in more than \$250,000 in damage to the bridge and significant damage to two of the four inspected barges being pushed by the tugboat. The investigation found the tugboat operator to be negligent in that he failed to keep the barges from striking the bridge. Contributing factors to the accident were the strong current and high winds acting on the four unloaded barges in the tow.

Post-casualty chemical testing results indicated that the tugboat operator was a user of dangerous drugs. MSO Mobile filed a complaint against the tugboat's operator for "Negligence" and "Use of a Dangerous

Drug." The operator completed a Voluntary Surrender of his merchant mariner's license. By choosing to voluntarily surrender his credentials, rather than be heard before an Administrative Law Judge, the operator neither admitted nor denied the allegations against him. The Coast Guard has possession of the operator's license and he can no longer act as a commercial vessel operator.

The owner of the tugboat failed to notify the Coast Guard of the positive test results in a timely manner.

Subsequently, MSO New Orleans conducted a Drug and Alcohol Program Audit and found that the company did not have a program in place at the time of the accident. These issues led MSO Mobile to pursue a Marine Violation case against the company. The resolution of the Marine Violation case has not yet been determined.



MSO Mobile filed a complaint against the tugboat's operator for "Negligence" and "Use of a Dangerous Drug."

Marine Fatality Cases Increasing

by LT Juliet Hudson

In January, a sixteen-year old SCUBA diver was spear fishing nearby a local offshore platform. His dive partner found him unconscious, without a facemask on or a regulator in his mouth, at a depth of over 180 feet. He was brought to the surface, but could not be resuscitated. The coroner determined the cause of death to be massive air embolism and drowning. The investigation found possible contributing factors to the death to be inadequate equipment maintenance that resulted in significantly reduced air flow to the regulator at depth, the victim's lack of training and experience, and excessive depth for recreational diving.

In April, a commercial diver, working on an underwater hull survey of a freight ship, was unable to submerge below 15 feet. He returned to the dive boat to get more weight and started showing the symptoms of a heart attack. He was brought onboard the dive

boat, but rescuers were unable to resuscitate him. The coroner found that barotrauma was the cause of death. Barotrauma results from ascension from underwater in the presence of a respiratory or functional obstruction (e. g., a closed glottis). The depth does not have to be excessive, or the rate of ascension rapid, for this injury to occur. The clinical manifestations of barotrauma may include confusion, unconsciousness, and cardiopulmonary arrest. The 4- to 8-foot seas, significant swell, and the diver's inability to easily descend below 15 feet may have contributed to the accident.

In April, a harbor pilot fell into the water while attempting to board a freight ship that was coming into port. The pilot hit his head on the pilot boat when he fell into the water. The pilot was not wearing a lifejacket and rescue searches were unsuccessful. The weather conditions, the amount of lee provided by the freight ship, and the

experience and confidence of the harbor pilot were possible contributing factors to the accident. If the pilot had worn a personal floatation device, his chance of being rescued from the water and his subsequent survival would have been significantly increased.

In May, a licensed electrician working on a ship in dry dock was electrocuted while performing a routine maintenance activity. The ship was in a partial "darken ship" mode, with only the emergency switchboard and its vital systems being fed electrically. Since the emergency generator was being repaired, the port generator was feeding the emergency switchboard. A circuit, connecting the port generator to the starboard switchboard, where the electrician was working, was also "live." The electrical buses that the victim was working on were "dead," but in close proximity to the "live" electrical buses from the port generator. The electrician

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To Pilot or Not to Pilot

By LT Sean Reilly

Some recent questions have caused the need for clarification on a very confusing issue; the need for a Licensed Pilot while entering, leaving, or moving a vessel in the Port of Mobile. To simplify the answer, as much as humanly possible, the following will apply:

*A U. S. flagged, inspected vessel more than 1,600 gross tons on Coastwise voyage (between domestic ports) must use the services of a Federally Licensed First Class Pilot in designated pilotage waters. In non-designated waters, the Master or Mate may serve as the pilot, if they are 21 years of age, or older, and maintain current knowledge of the route.

*A U. S. flagged, inspected vessel of less than 1,600 gross tons on Coastwise voyage in designated waters, may use either a First Class Pilot or the Master or Mate, if they are 21 years of age, or older, maintain current knowledge of the route (Mobile Bay or River), and have made at least four round trips throughout the area. For non-designated waters, the Master or Mate may serve as the pilot if they are 21 years of age, or older, and maintain current knowledge of the route.

*A U. S. flagged, inspected vessel of more than 1,600 gross tons, that is not authorized by its certificate of inspection to go beyond the Boundary Line (inland vessels), must use a First Class Pilot in designated waters and may use the Master or Mate in non-designated waters.

*A U. S. flagged, inspected vessel of less than 1,600 gross tons, inland vessel has no requirement for a Licensed Pilot in either designated or non-designated waters.

*Any foreign flagged vessel and all U. S. flagged vessels sailing Registry (foreign port calls) will fall under the jurisdiction of the State of Alabama Pilotage Rules.

The designated waters in MSO Mobile were published in the Federal Register of December 26, 1999. Please contact the Investigations Department at MSO Mobile at 334-441-5207 for more information.

Cruise Ship Fire Investigation

By LT Sean Reilly

On January 11, 2000, the Motor Ship (M/S) CELEBRATION, operated by Carnival Cruise Lines, experienced a fire in the generator room. There were 1586 passengers and 667 crewmembers on board, with no reported injuries. The vessel departed New Orleans, LA, on January 09, 2000, for a seven-day western Caribbean cruise to Montego Bay, Grand Cayman, and Playa del Carmen/Cozumel, and was 100 miles northwest of Montego Bay at the time of the incident. Electrical power and propulsion were lost for approximately four hours. One generator was brought back on line and partial power was restored, so the vessel continued under its own power to Montego Bay, where passengers were removed from the ship and were flown

home. The vessel then departed for Mobile, AL, to make necessary repairs.

A very in-depth and thorough investigation was conducted by several members of the Investigations Department at the MSO and a brief summary of cause and conclusions follows:

The main cause of the fire was the failure of the four bolts securing the fuel oil (F/O) injection pump for cylinder A2 of diesel generator #3. These bolts were tested, and the cause of their failure was determined to be inadequate tightening of the four nuts securing the pump to the engine block.

Conclusions into the cause and response by vessel crewmembers reveal

the crew's response to the fire was adequate; all possible steps were taken to minimize damage and effects on passengers. The fire detection and fixed fire fighting systems worked as designed.

In closing, several recommendations were made to the vessel owner and the manufacturer of the bolts to review procedures and current guidelines. The efforts of the Marine Safety Office staff and responsiveness of all parties involved will go a long way in reducing the risk of a repeat incident.

Full report and pictures of damage are available on our web site at:
www.uscg.mil/d8/mso/mobile

Drug and Alcohol Program (DAPI)

By LT Juliet Hudson

A new marine employer's guide to drug and alcohol testing has been released. The new guide contains definitions of DAPI terms, a complete explanation of the re-

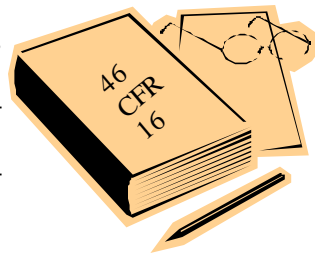
and conducting the program, frequently asked questions, a sample written policy, copies of Coast Guard mandatory audit checklist. To obtain a copy of the new marine em-441-5207.

All marine employers, including the self-employed, are re-alcohol testing program for crewmembers on all inspected Crewmember is defined as follows:

An individual who is either;

- (a) On board a vessel acting under the authority of a license or merchant mariner's document (e.g., the operator of an uninspected towing vessel, the master of a 500 gross ton ocean going vessel, or the operator of an uninspected passenger vessel [6-pack]), whether or not the individual is a member of the vessel's crew, **or**
- (b) Engaged or employed on board a vessel owned in the United States that is required by law or regulation to engage, employ, or be operated by an individual holding a license, certificate of registry, or merchant mariner's document. (Simply stated, if your vessel is required by law to be operated by a USCG licensed or documented mariner, the people you have working aboard that vessel are subject to drug & alcohol testing under 46 CFR 16.)
- (c) Exceptions: The following people would not be subject to drug and alcohol testing under 46 CFR 16:
 - (1) Individuals on fish processing vessels who have no duties that directly affect the safe operation of the vessel;
 - (2) Scientific personnel on an oceanographic research vessel;
 - (3) Industrial personnel aboard industrial vessels; and
 - (4) Individuals aboard a vessel, not fulfilling a requirement for manning under 46 CFR Part 15, who have no duties that directly affect the safe operation of the vessel.

To schedule a drug and alcohol program audit, or to make inquiries about DAPI program requirements, please call (334) 441-5207.



Changes to Marine Casualty Notifications

By LT Sean Reilly

MSO Mobile has adopted the recommendations developed by the joint American Waterways Operators and Coast Guard Marine Casualties Natural Work Group Report. The work group was established in July of 1999 to review issues relating to incident reporting, investigations, and enforcement. The policies generated from the work group's recommendations will be effective throughout the Inland Waterways, including the Gulf Intracoastal Waterway.

An initial report must be made to the nearest MSO whenever a vessel is involved in a marine casualty consisting of any of the items listed in (46 CFR 4.05-1). The owner, agent, master, or operator shall make the initial report immediately after addressing the resul-

tant safety concerns.

More information concerning the Marine Casualties Natural Work Group Report, an on-line copy of the U. S. Coast Guard District Eight (m) Policy Letter 02-2000, on-line copies of the CG-2692 and SIRR, and other information about reporting marine casualties can be located on the MSO Mobile website at <http://www.uscg.mil/d8/mso/mobile/>.

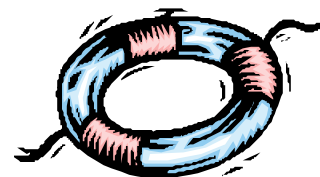
Marine Fatalities...

(Continued from page 7)

cian was found dead at his workstation, behind the starboard switchboard. Contributing factors to this accident were the unusual situation of having the port

generator feeding the emergency switchboard during this maintenance activity, the heat and stresses of dry dock work of the crew, and the electrician's failure to test all of the electrical buses in his work area for power.

In May, a passenger fell off the bow of a charter-fishing vessel as it returned to the pier. The passenger was caught in the ship's propellers before the operator was able to secure them. The forward part of the bow area did not have railings to allow for the passage of the anchor.

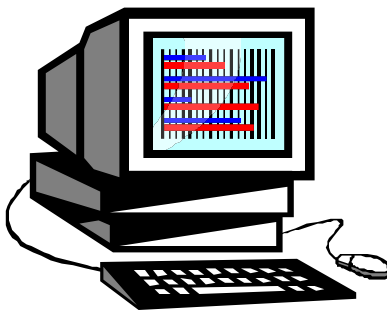


Check Out Our POISE

By LT Leland Tieszen

The Port Operations Information For Safety and Efficiency web site that is. POISE is a website dedicated to maritime related web links to federal state and local government agencies, Port Authorities, Marine Exchanges, maritime organizations, national and international trade, local ports, weather information, and more located throughout the United States. The U.S. Coast Guard hosts the POISE site as a major resource for marine industry related information separated by geographic areas. The pages are further divided into the major ports areas, and Areas of Responsibility (AORs) of Coast Guard Marine Safety Offices. The Coast Guard's main POISE web page address is <http://www.uscg.mil/safeports/index.htm>. The address for the MSO Mobile POISE page is http://www.uscg.mil/safeports/gulf_coast/mobile/index.htm.

I invite you to visit our POISE site and browse the various information links related to the Captain of the Port Zone Mobile, as well as the links to the other POISE port areas in the United States. Please provide me with any additional links for marine related websites that you feel would be useful on our site, as well as any comments and suggestions you have regarding the information currently available. You can contact me at rtieszen@msomobile.uscg.mil. So, check out our POISE, and let me know what you think.

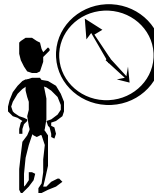


Editor's Humor Picks...



"I just got lost in thought...it was unfamiliar territory."

"I haven't lost my mind—it's just backed up on a disk somewhere."



"To save time, assume I know everything."

"Your village called—their idiot is missing."

"Instant Human—just add coffee."



"...And you're telling me this because?"

Port Operations Department

By LCDR Casey J. Plagge

"In a progressive country change is constant; change is inevitable."
Benjamin Disraeli

Greetings! I'm Lieutenant Commander Casey J. Plagge, the new Chief of the Port Operations Department here at MSO Mobile. I have recently reported in from Marine Safety Office Port Arthur, Texas where I was involved with Investigations and Port Operations, as well as unit planning and support functions. I am excited to be here, and look forward to the opportunity to work together with you, the members of industry, and the representatives of various state and local agencies and organizations, to achieve our common goals of marine safety, economic viability and a clean marine environment. The advent of another Coast Guard transfer season has resulted in several personnel changes over the last few months within this department. LT Sean Reilly, whom I replaced, has moved to the Investigations Department here at the MSO, and LT Cindy Lederer has transferred to the Marine Safety Office in Tampa. Taking Cindy's place as the Assistant Chief of the department here is LT Richard Schultz. Taking over as the Prevention & Response Branch Chief is LT LaDonn Hight, and assuming the Waterways Management Branch Chief position is LT(jg) Chico Knight. Despite the

number of personnel changes, I am impressed with the talents of these individuals as well as those of the other men and women of this department, both active duty and reservists, that conduct the front line duties of waterways management, facility inspections, and pollution investigations. The one thing that will not change is our devotion to support the safety, economic and environmental needs of waterway stakeholders and the U.S. public throughout this Captain of the Port Area. Please feel free to contact me at (334) 441-5999 with any waterways or marine environmental protection issues you may have. I look forward to seeing you around the port.

T-Boats...

(Continued from page 3)

1. The weight of each cylinder must be checked. If a weight loss of more than 5 percent is noted, the cylinder must be replaced or recharged.
2. The audible and visual alarms indicating discharge shall be tested.
3. Power ventilation and engine shutdowns shall be tested.
4. Natural ventilation closures shall be evaluated for effectiveness.
5. Visually check all piping, hoses,

and fittings for breaks, corrosion, obstruction, etc.

6. Check all mounting brackets for proper support.

We have noted inadequacies on the part of some servicing technicians. For ex-

ample, one servicing technician certified a fixed extinguishing system without even removing the bottle from the bracket! If you are in doubt about the level of qualification of your technician, we recommend you contact the manufacturer of your system for authorized servicing technicians in your area.

*Title 46 Code of Federal Regulations
Table 176.810(B) contains the
requirements for servicing fixed and
semi-portable fire extinguishing
systems.*

Parasailing...

(Continued from page 6)

ment used there are many standards established by the Parasailing industry manufacturers that, if put into practice, undoubtedly will aid in the prevention of future related accidents. The key is to ensure the operators of the parasail boats realize the importance of following the maintenance schedules, and that they are incorporated into the daily routine of parasail vessel operation. Many of the recommendations and standards are

available on-line by searching the keyword "Parasail."

Through education and the development of programs to implement industry standards, the amount of parasail related accidents could be reduced. It is the responsibility of the parasail companies and the licensed individuals to adhere to the regulations for uninspected passenger vessels (found in 46 CFR Subchapter C), and to ensure these vessels are maintained properly and operated safely. For more information contact our Panama City Detached Duty Office at 850-233-0366 or our Investigations Department at 334-441-5207.

The Mobile Maritime Committee

By LT Richard Schultz

You may have heard fellow marine industry members mention attending a meeting to discuss port related issues such as navigation, dredging, and port safety. They are likely talking about attending the Mobile Maritime Committee (MMC) meeting. Currently, there are approximately 40 members on the MMC from various marine related companies, port authorities, and government agencies. There are also members from companies located in Mississippi, Louisiana and Florida that transit our area, and have an interest in local port issues. This Committee provides a forum for members to share informa-

tion and concerns, develop resolutions and recommend actions to enhance the safety, security, mobility, and environmental protection of the port area.

The MMC has recently experienced a resurgence in interest and attendance. As a result of the increase in members, the committee

felt it necessary to elect a Chairman and Vice Chairman for the first time since the 1980's. So, in February, the new Chairman, Jeff Mynatt of Strachan Shipping Agency, and the Vice Chairman, Captain Dave Carey, Port of Mo-

bile Harbormaster, were elected. Additionally, several subcommittees have been established to address specific concerns. Of particular note is the Theodore Industrial Canal Subcommittee formed to accommodate the issues involved with this area's rapid growth. Other topics covered at our last meeting on June 14, 2000 included: barge fleeing areas; the Marine Transportation System initiative, vessel wake concerns, cruise ship port calls to Mobile, and hurricane preparedness.

Committee meetings are held on the second Wednesday every other month. The next meeting has been scheduled for October 11, 2000, and will be held in the Killian Room at the International Trade Center. Anyone interested in attending our Mobile Maritime Committee meetings can contact Jeff Mynatt at 433-5401, Captain Carey at 441-7250, or Lieutenant Richard Schultz at 441-6393.

See you at the next meeting.



Port of Mobile

Final Marine Transportation System Regional Dialog Summaries now available...

The final Regional Dialog Summaries for Chicago, Houston, Jacksonville, Los Angeles-Long Beach, Memphis, Philadelphia, and Seattle are now available on MSO Mobile's website. For further information, check them out at: www.uscg.mil/d8/mso/mobile.



This newsletter available in color on our website in PDF format. Check it out at: www.uscg.mil/d8/mso/mobile.

What are Dispersants?

By LT LaDonn Hight

You may have heard the term “dispersants” used to refer to a tool for cleaning up oil spills, but you may not be familiar with exactly what they are or how they work. Dispersants are a mixture of chemicals designed to combine with spilled oil and break it into small droplets that are mixed into the water column by wind, waves, and currents.

As is the case with any spill response tool, the use of dispersants is not appropriate in all circumstances. Dispersants used on oil spills undergo extensive testing and must be approved by the Environmental Protection Agency (EPA). They are designed to add no measurable toxicity to the oil they disperse, and are currently permitted for use only in deeper water where the af-

fects of the dispersed oil do not negatively impact marine life.

Marine Safety Office Mobile’s pollution investigators have noted several instances of the use of various types of dishwashing liquids and engine degreasers by persons trying to disperse an oil spill. While this may seem to be an effective measure to clean up the oil, in reality the oil product and the dishwashing detergent have mixed throughout the water column forming a potentially toxic cocktail for local marine life. This mixture can be devastating to the shallow water aquatic ecosystems found within harbors and marinas. In other words, author-

ized dispersants are only permitted for use in situations that do not make a bad situation worse. This is not the case for dish soaps and engine degreasers.

The bottom line is that dishwashing soap and detergents are illegal to use on oil spills. Unauthorized use of detergents on an oil spill carries a steep civil penalty as well as possible criminal sanctions. Persons found illegally using dish soaps and degreasers as dispersants can be held liable for civil penalties of up to \$25,000, or face possible imprisonment.

For additional information regarding dispersants, or information on preventing oil spills contact LT LaDonn Hight at (334) 441-5288.



Oil Spill Statistics

By LT LaDonn Hight

From January to July of this year, Marine Safety Office Mobile has investigated 176 pollution spills. The investigations determined the spills came from the following sources:

Oil Pollution Spills From January to July 2000

SOURCE	TOTAL SPILLS	POTENTIAL	SPILLED	RECOVERED
Commercial Vessels	32	3,182 gal	701 gal	108 gal
Commercial Fishing Vessels	30	2,164 gal	793 gal	56 gal
Facilities	38	22,947 gal	549 gal	210 gal
Public Vessels	5	136 gal	55 gal	41 gal
Recreational Vessels	7	101 gal	36 gal	30 gal
Source unknown	64	670 gal	177 gal	65 gal
TOTAL	176	29,200 gal	2,311 gal	510 gal

The U.S. Coast Guard has implemented several initiatives to minimize the potential risk of an oil spill. For commercial fishing vessels, the Coast Guard provides a voluntary inspection program aimed at reducing the potential for pollution incidents and increasing fishing vessel safety. Commercial fishing vessel operators can contact Mr. Scott Labak, the Fishing Vessel Safety Coordinator at 441-5120 for additional information on this program. Transfer facilities are required to develop operations manuals, and both facilities and commercial vessels are required to develop and maintain response plans and conduct response exercises to prepare in the event a spill occurs. The Coast Guard Auxiliary and The Sea Partners Program aim to educate the recreational boaters and the public to help prevent oil spills and other forms of water pollution. Our goal is to reduce the numbers of spills that occur by forming partnerships with various marine industry members and the public to heighten awareness and reduce oil pollution risks. If you have any questions regarding any of our pollution prevention initiatives to help keep our environment clean and safe, please contact LT LaDonn Hight at (334) 441-5288.

Most Common Facility Inspection Discrepancies...

by LT LaDonn Hight

Five of the most common discrepancies encountered during Marine Safety Office Mobile's facility inspections include:

- *Hose Markings* (33 CFR 154.500) Markings on hoses were not placed on the hose or were marked with the test pressure instead of the maximum allowable working pressure.

- *Transfer Hose Test* (33 CFR 156.170)

Transfer hoses were not tested or proper documentation of the tests was not available during the inspection.

- *Declaration of Inspection* (33 CFR 154.740)

The Declaration of Inspection was not properly completed.

- *Warning Signs* (33 CFR 154.735 (V) & 46 CFR 151.45-2(E)(1))

Warning signs were not in place or did not have the proper lettering or size

dimensions.

- *Coast Guard examination of the facility Operations Manual* (33 CFR 154.300)

Facilities did not have a Coast Guard stamped copy of their Operations Manuals available for the Coast Guard Facility Inspector.

- *Response Plan Approval Letter* (33 CFR 154.1060)

Facilities did not have Coast Guard approved Response Plans or the proper approval letter stating that the manual had been approved by Marine Safety Office Mobile.

Marine Safety Office Mobile's facility inspection personnel are always ready

and willing to answer your questions and help you avoid these as well as other potentially costly discrepancies. MSO Mobile hosted our second annual

Facility Training workshop on August 29th and 30th. This workshop offered a perfect opportunity to meet our facility inspection personnel, and have your facility ques-

tions answered. For more information on this program, please contact Chief Petty Officer Norm Winningham at (334) 441-5681, or Lieutenant LaDonn Hight at (334) 441-5288.



Port State Control Operations

By LTJg Tracy Berg

The Port State Control branch of the Inspections Department at Marine Safety Office Mobile is responsible for foreign vessel operations within MSO Mobile's area of operation. Currently there are 9 active duty personnel assigned to the branch, with a complement of 7 reserve personnel. The overall goal of the Port State Control program is to reduce and eventually eliminate substandard vessels in U. S. waters. In order to achieve this goal, the Port State Control branch inspects vessels to ensure compliance with applicable International Conventions and U. S. regulations. This article will provide a brief overview of the program, but for more in depth information, you can visit the Coast Guard Port State Control web site at <http://www.uscg.mil/hq/g-m/psc/psc.htm> or at MSO Mobile's web site: www.uscg.mil/d8/mso/mobile.

When a foreign vessel plans to enter a U. S. port, they are required by regulation to provide the Coast Guard with 24 hours advance notice. Once this notice is received, a history of the vessel is obtained from the Coast Guard's Marine Safety Information System (MSIS) database. Using certain criteria such as flag, vessel type, owner/operator, recent history and classification society, vessels are targetted which pose the greatest threat to the safety of U.S. waterways. A majority of the vessels screened are a low priority, and are inspected once they moor in port. Some vessels, however, are considered the highest priority and consequently pose a greater safety risk. These vessels are not allowed to enter the port until after an inspection is conducted. Once the Coast Guard determines that the vessel is safe, it is allowed into port.

Each foreign vessel receives an annual examination, which incorporates checks of documentation, manning navigational equipment, engineering equipment, accommodations, lifesaving/firefighting equipment and pollution prevention. Equipment vital to the operation of the vessel is tested, and then a fire drill and an abandon ship drill are conducted. If the vessel is found not to be in compliance with International conventions or applicable U. S. regulations, actions are taken by the Coast Guard (issuing deficiencies, withholding customs clearance, or detention) to raise the standards onboard the ship. Some deficiencies are considered a major hazard to the port, and these vessels are detained until the vessel complies.

(Continued on page 14)

It's "L" Ementary By LT J. Catanzaro

Are you one of those people who have been patting themselves on the back for finally getting a handle on the new Offshore Supply Vessel (OSV) regulations found in Title 46 Code of Federal Regulations, Subchapter "L"? Based on recommendations from the offshore industry, the Coast Guard is now soliciting comments for proposed changes to these regulations. Following the recent implementation of the OSV regulations on September 19, 1997, industry has identified a need to determine a tonnage breakpoint, appropriate additional standards for larger OSVs including licensing and manning, and to bring crew boats under the regulations as OSVs. Listed below are questions posed by the Coast Guard in a recent notice of proposed rulemaking published in the Federal Register.

- What ITC tonnage value should be considered as equivalent to the present 500 GT (Regulatory) value as the breakpoint between large and small OSVs? Would 3,000 GT (ITC) make good sense since it ties in with the STCW threshold value?
- Is there a need to establish regulations for conventional OSVs to carry more than 36 offshore workers, given the fact that the revised regulations will bring crew boats carrying up to 150 offshore workers under subchapter "L"? The new revision could also establish regulations for liftboats allowing more than 36 offshore workers on-board while jacked up.
- Would the establishment of dual certification to meet OSV and crewboat regulations make sense? For example: allow dual certified OSVs to carry unlimited fuel, a maximum of 36 offshore workers on one leg of a voyage, and carry more than 36 offshore workers under the crewboat regulations on the return leg of the voyage.
- Should OSVs of 500 GT (regulatory) but less than 6,000 GT (ITC) meet the requirements of 46 CFR Subchapter "L" and any additional requirements from subchapter "T" that are applicable to OSVs carrying less than 36 offshore workers?
- If OSVs of 500 GT (regulatory) but less than 6,000 GT (ITC) abide by both Subchapter "L" and Subchapter "T" requirements, what structural fire protection, fire detection, and lifesaving equipment should be required to maintain vessel safety?
- If OSVs of 500 GT (regulatory) but less than 6,000 GT (ITC) abide by both Subchapter "L" and "T", what accommodations should be provided for offshore workers assigned to the vessel for more than 24 hours?
- Should the current regulatory licensing structure for Masters and Mates up to 3,000 GT (ITC) be retained and add a new licensing structure for over 3,000 GT (ITC) requiring more training and experience?

The Coast Guard has been receiving comments since July 22, 1999, and still has this topic open for discussion. For further comment on the proposed regulatory project, contact Mr. Jim Magill at U.S. Coast Guard Headquarters at 202-267-1082.

Port State Control... Recent PSC Program Statistics

(Continued from page 13)

In addition to the annual examination, higher priority vessels receive a six-month check up. This re-examination includes a check of the applicable international safety documents and a visual inspection of the vessel. If a vessel was issued deficiencies in a previous U. S. port, the Port State Control branch will board the ship when it arrives in MSO Mobile's area and ensure these problems have been corrected. The final step in a foreign vessel inspection is to update the ship's history in the Coast Guard database, ensuring the next U. S. port has the most accurate information.

In 1999, MSO Mobile had 2041 distinct vessel arrivals. Of these arrivals, based on a risk-based decision making process, 399 vessel boardings were conducted. Nationwide in 1999, 51,851 distinct vessel arrivals were made by 7,617 individual vessels from 92 different flag states. Of these 51,851 vessel arrivals, 11,540 vessel boardings were conducted with 257 vessels being detained. Since 1995, the vessel detention rate has decreased from 6.55% of all arrivals to 3.37% of arrivals. Classification Society performance has continued to improve in 1999, bringing the 3 year rolling class-related detention ratio of twenty class societies with at least 10 arrivals to less than 1%. Locally, MSO Mobile has also seen its overall detention rate decrease from 6.2% in 1998 to 5% in 1999 as the condition of the foreign fleet continues to improve.

The Coast Guard is in the process of implementing a program to identify high quality foreign vessels calling on U.S. ports. These vessels will be boarded less frequently, thereby freeing up scarce Coast Guard resources for other higher risk activities. For more information on this program, visit our website at: www.uscg.mil/d8/mso/mobile.

Fishing Vessel Safety

By BM2 Alan Braswell

The Coast Guard is committed to commercial fishing vessel safety and the prevention of loss of life at sea. The implementation of the Commercial Fishing Vessel Safety Regulations (CFVSR), published in 1991, have reduced fishing vessel casualties and subsequent loss of life throughout the fishing fleet. However, recent casualties (December 1998 and January 1999) with 11 lives lost, remind us that commercial fishing ranks near the top of the most hazardous occupations in the United States. In addition, Hollywood's recent blockbuster, *The Perfect Storm*, has served to bring to the public's attention just how dangerous commercial fishing really is.

Operation Safe Catch: Despite the implementation of CFVSR, casualties continue to occur at significant levels throughout the industry. In the last five years, the number of fishing vessel casualties (with significant property loss and/or fatalities) has remained fairly constant. In December 1999, "Operation Safe Catch" was initiated by the Coast Guard. This operation has focused in-place resources on commercial fishing vessel safety using existing regulatory authority. Traditionally,

Coast Guard at-sea boardings focused primarily on protection of living marine resources. Emphasis has now been shifted to include identifying and boarding high-risk vessels (greatest potential for maritime casualty) to ensure maximum effectiveness of Coast Guard assets. The ultimate goal of the

operation is to significantly lower preventable fishing vessel casualties. This operation is not intended to be bur-

densome on the fishermen. In fact, fishing vessels which are in compliance should see reduced safety boarding activity.

Confined Space Entry: The Coast Guard is also reminding mariners, particularly commercial fishermen, of the inherent dangers associated with entering spaces that are not adequately ventilated. On April 11, 1999, three fishermen were found dead at sea in the fish hold of their shrimp boat "POSEIDON". Medical examiners determined that acute sulfur dioxide gas toxicity due to exposure of sodium metabisulfite and water was the cause

of death. When this preservative first came out in the 1970s, many fishermen used it; however, as safer chemicals have been developed, its use has dwindled. In any case, this incident should serve as a safety reminder for people working aboard fishing vessels - exercise caution prior to entering any hold or enclosed spaces.

Stability Requirements: Essentially, vessels over 79 feet in length and built, or substantially modified, after 15 September 1991 are required to have stability information/instructions on board. The Coast Guard discovered during a recent safety campaign (Operation Safe Catch) that the majority of fishing vessels to which the requirements of 46 CFR 28.500 applies and were built and operate in the Gulf of Mexico do not have evidence that they comply with the stability requirements. This stability information/instructions must be assembled by a "qualified individual", which could be a professional engineer, a naval architect, or anyone who has demonstrated proficiency in vessel stability assessments. The Coast Guard is in the process of developing policy to address the issue of vessels that do not comply with applicable stability requirements.

Any questions or concerns about safety or regulations, contact your local CFV examiner. Marine Safety Office Mobile CFVE: 1-800-880-3193.



MISSISSIPPI RESPONDER Receives Dual-Certification from USCG

The MISSISSIPPI RESPONDER has recently been dual-certified by the Coast Guard for service as an Oil Spill Recovery Vessel (OSRV) and under subchapter "T" as a miscellaneous cargo vessel, allowing her to provide support to Chevron's offshore lightering operations. The MISSISSIPPI RESPONDER is based out of Pascagoula, MS.



Our web page continues to improve!

Some of the interesting items to check out include: MSO Mobile's Hurricane Plan; Marine Safety Information Bulletins (MSIBs) issued by COTP Mobile; departmental issues/topics; as well as all of the topics referenced elsewhere in this newsletter. So check us out and let us know what you think. We're at:

www.uscg.mil/d8/mso/mobile.



We're on the
Web!

[www.uscg.mil/
d8/mso/mobile](http://www.uscg.mil/d8/mso/mobile)

Marine Safety Office Mobile

Marine Safety Office Mobile Telephone Listing 334-441-XXXX

FAX: 334-441-6168 (COMMAND STAFF/HUMAN RESOURCES)

FAX: 334-441-6169 (PORT OPERATIONS)

FAX: 334-441-5261 (INSPECTIONS)

FAX: 334-441-5682 (INVESTIGATIONS)

Commanding Officer:

CAPT Jerzy J. Kichner 5201

Executive Administrator:

Jill R. Carlton 5201

Chief, Inspection Dept:

LCDR John Plunkett 5276

Chief, Foreign Vessel Branch:

LT Andrew Williamson 5305

Chief, Small Passenger Vessel Branch:

LT Jeff Morgan 5282

Chief, Port Operations Dept:

LCDR Casey Plagge 5196

Chief, Waterways Management Branch:

LTjg Chico Knight 5672

Chief, Emergency Preparedness Dept:

LTjg Lisa DeGroot 5202

Senior Investigating Officer:

LT Sean Reilly 5998

Investigating Officers:

LT Juliet Hudson 5997

LTjg Tim Gunter 5683

Executive Officer:

CDR Terry D. Gilbreath 5201

Chief, Human Resources/Supply Dept:

YNCS Ray Williamson 5673

Asst. Chief, Inspection Dept:

LT Steve Sutton 5276

Chief, Domestic Vessel Branch:

LT Larry Peters 5304

Chief, Fishing Vessel Branch:

Mr. Scott Labak 5120

Asst. Chief, Port Operations Dept:

LT Rich Schultz 6393

Chief, Prevention/Response Branch:

LT LaDonn Hight 5670

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